

### REMARKS

Applicants again thank the Examiners for their assistance in the prosecution of the instant application, in particular the Interview of Feb. 24, 2009.

#### Status of the Claims

##### *Pending Claims*

Claims 14-27 and 30-33 are pending. Claims 28 and 29 have been withdrawn. New claims 34 and 35 are being added.

##### *Claims amended and new claims presented in the instant amendment*

In the instant response, Applicants submit that these amendments have been made solely in order to further prosecution of the instant application and reserve the right to prosecute any previously submitted claims in a future application. Claim 14 has been amended to describe an aircraft roller joined to an aircraft storage bay. Support for the amendment can be found throughout the Specification, in particular, at least at page 4, lines 3-10, of the Specification. Claims 16 and 32 have been amended to include a comma. Support for new claims 34 and 35 can also be found throughout the Specification, in particular, at least at page 3, line 20, to page 4, line 10, and page 5, lines 8-13. Applicants submit that no new matter has been added by the instant amendments.

#### Claim Objections

The Patent Office has objected to claims 16 and 32 for allegedly lacking a comma. Applicants have amended the claims to add a comma. Applicants respectfully request withdrawal of the objection to claims 16 and 32.

Rejection under 35 USC 102

Claims 14-16, 18-23, 25, 27, 30 and 31 remain rejected under 35 USC 102(b) for allegedly being anticipated by Doolittle et al. (US 2,672,306). Applicants respectfully disagree.

Applicants have amended claim 14 so that the claims are directed toward a polymeric roller joined to an aircraft storage bay.

The Doolittle reference describes idler rollers (120) in a launching ribbon actuator (for example, Figs. 15 and 16, and column 6, lines 10-25 of Doolittle). In general, Doolittle purports to teach a novel flywheel type catapult launching means. It appears that the idle rollers are located in the catapult system that is outside of the aircraft. A ribbon appears to pass over these rollers and attach to the wheels of the aircraft. As such, the idle rollers of the launching ribbon actuator are not joined to an aircraft storage bay as in Applicants' invention.

Accordingly, Applicants submit that claims 14-16, 18-23, 25, 27, 30 and 31 are not anticipated and respectfully request reconsideration and withdrawal of the rejection of the claims based upon Doolittle under 35 USC 102.

Rejection under 35 USC 103

Claims 17, 19-22 (in alternative), 24, 26, 32 and 33 are rejected under 35 USC 103 for allegedly being unpatentable over Doolittle. Applicants respectfully disagree.

Claims 17, 19-22, 24, 26, 32 and 33 depend from claim 14 and, therefore, incorporate all the limitations of claim 14. Accordingly, claims 17, 19-22, 24, 26, 32 and 33 are all directed to a roller joined to an aircraft storage bay.

Doolittle does not teach, suggest or motivate one of skill in the art to have a roller coupled to an aircraft storage bay.

As Doolittle does not teach, suggest or motivate one of skill in the art to practice Applicants' invention, Applicants respectfully request reconsideration and withdrawal of the rejection to the claims based upon Doolittle under 35 USC 103.

Withdrawn claims 28 and 29 and new claims 34 and 35

Applicants submit that claim 14 and dependent claims 15-27, and 30-33 are patentable. In light of this, claims 28, 29, and new claims 34 and 35 which also depend from and incorporate all the limitations of claim 14, are patentable as well. Therefore, Applicants request that withdrawn claims 28, 29 and new claims 34 and 35 be found allowable as well.

CONCLUSION

Applicants respectfully request reconsideration and allowance of the pending claims. Should the Examiner have any questions regarding this communication, the Examiner is urged to call the undersigned attorney at 781 285 3052.



Mi K. Kim  
Reg No. 44,830  
20 Alexander Way  
Duxbury, MA 02332